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EXECUTIVE SUMMARY

In response to citizens' concerns, the District of Columbia Department of Transportation (DDOT) has conducted a study evaluating traffic conditions in the Palisades, Foxhall and Wesley Heights areas of the District. The consulting firm DMJM+HARRIS (Consultant) conducted the study with assistance from DDOT staff.

The main goals of the study were to assess existing traffic conditions in the study area and make recommendations to improve mobility, traffic safety, compliance with speed limit regulations and pedestrian safety. The study area consists of the following five corridors and their surrounding residential neighborhoods:

- Canal Road from Key Bridge to the Maryland line
- Foxhall Road from Canal Road to Loughboro Road
- MacArthur Boulevard from Foxhall Road to Loughboro Road
- Loughboro Road from MacArthur Boulevard to Foxhall Road
- Arizona Avenue from Canal Road to Loughboro Road

The study was conducted with assistance from the area residents. The area residents provided valuable input that was used in the evaluation of existing conditions and the development of improvement options.

The study was conducted between the months of November, 2001 and March, 2002. This report summarizes the assessment of existing conditions, presents an evaluation of proposed improvements and describes the improvements that are recommended for implementation.

The Study Team conducted an extensive data collection and performed multiple field evaluations to assess existing conditions, forecast future conditions and develop recommended improvements.

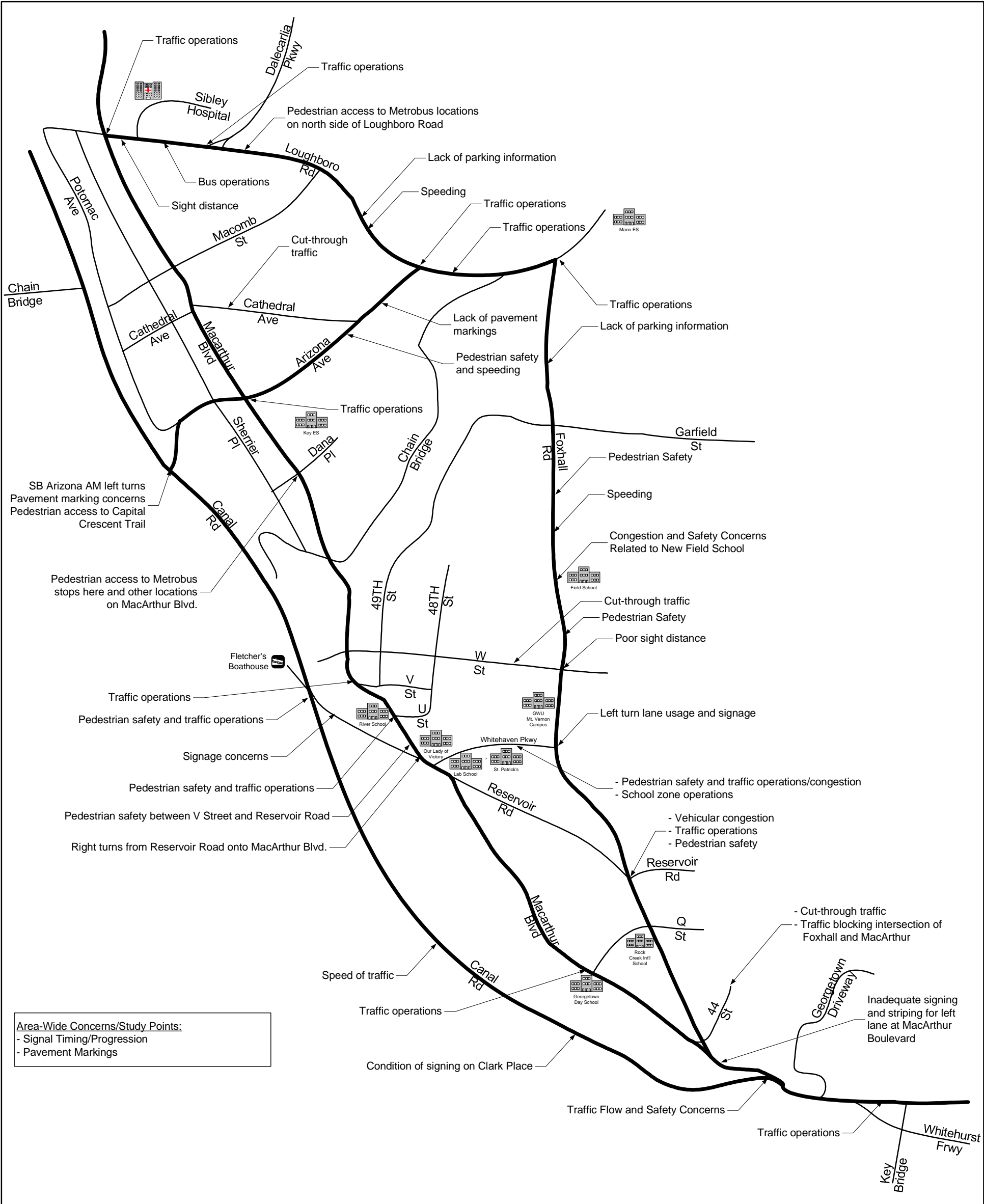
The recommendations in this study are intended to address transportation needs of the studied arterials and thereby reduce the amount of cut-through traffic on residential streets. However, if the recommended measures, including several instances of traffic calming, do not reduce cut-through traffic, DDOT will revisit the residential streets and implement additional traffic calming measures where necessary.

The main findings of the study are the following:

- The five major travel corridors in the study area are Canal Road, Foxhall Road, Loughboro Road, MacArthur Boulevard and Arizona Avenue.
- Mass transit service is provided by four WMATA bus routes. These routes travel on MacArthur, Arizona Avenue and Loughboro Road.

- Canal Road is the roadway in the study area with the largest traffic volumes. Foxhall Road carries over 16,000 two-way daily vehicles. This is a large number of vehicles for a two-lane road.
- Vehicles exceeding the speed limit is a significant problem in the study area. Vehicles frequently drive at speeds more than 10 miles per hour over the speed limit on Canal Road, Foxhall Road and MacArthur Boulevard.
- Most of the vehicles that enter the study area during the peak periods are destined to locations outside the study area. Less than 12 percent of the vehicles that enter the study area during the peak periods are destined to locations in the study area.
- The most used route to traverse the study area is used by vehicles entering the Clara Barton Parkway and exiting via the Whitehurst Freeway.
- Roads in the study area are being used for commute trips from Virginia origins to Virginia destinations. For example, 12 percent of the vehicles traveling to Virginia via the Key Bridge during the AM peak period enter the study area via Chain Bridge.
- The intersections with the highest number of accidents in the last three years are Canal Road and Arizona Avenue, Canal Road and Foxhall Road and Canal Road and Foxhall Road and Reservoir Road. The high number of accidents on Canal Road can be attributed in part the reversible lane operation and the high speeds at which vehicles travel on this road.
- Parking availability appears to be adequate throughout the study area. Parking utilization appears to be high enough to preclude corridor-wide elimination of parking to increase the capacity of the critical corridors in the area. However, elimination it is possible to eliminate parking at selected locations to improve operations at key intersections.
- There are several intersections in the study area operating at undesirable levels of service ((LOS) E and F during the AM and PM peak hours. The intersections operating with the longest delays during either the AM or PM peak hours are Chain Bridge and Canal Road, Canal Road and Arizona Avenue, Canal Road and Foxhall Road, Canal Road and Whitehurst Freeway, Foxhall Road and Reservoir Road, Loughboro Road and Arizona Avenue.
- Background in traffic growth and the construction of new developments will further deteriorate traffic conditions in the study area if no improvements are implemented. Some of the intersections that are currently operating at acceptable levels of service, such as Foxhall Road and Whitehaven Parkway, are expected to operate at LOS F if no improvements are implemented.

The study team used the data collected for the study, the field evaluations and input from the citizens to develop a comprehensive list of transportation issues in the study area. These issues are summarized in Figure A-1. The Study Team developed preliminary improvements to address the issues noted in Figure A-1. The Study Team developed preliminary improvements, evaluated these improvements and developed a set of final recommendations. The recommended improvements, summarized in Figure A-2 are classified as short-term, mid-term or long-term. Short-Term improvements are those that can be implemented within a one-year time period. Mid-Term and Long Term improvements are those that can be implemented within five and ten year timeframes.



Not to Scale		Palisades Traffic Impact Study	Transportation Issues in the Study Area	FIGURE A-1
August, 2002				

